nly Woman Driver in New Jersey Auto mobile and Motor Club's Endurance Event Loses Puints—Contestants Make Five Rounds of Course Near Newark.

Seven cars made perfect scores in the twenty-four hour road endurance run of the New Jersey Automobile and Motor Club, which ended yesterday afternoon at the organization's club house at Broad and Chest-not streets in Newark. The successful drivers and their cars were. James B. Ryall, Matheson; R. G. Kelsey, Haynes; Ralph R. Owen, Olds. mobile; R. A. Greene, Locomobile; A. T. Purcell, Ford: S. D. Atkinson, Franklin, and Montague Roberts, Thomas, Twenty-two cars started in the event, which began at 2 o clock on Friday afternoon, and was decided over a course slightly longer than ninetyfour miles, which the contestants were to cover five times, the total distance travelled

being 472 miles. Fourteen cars finished.

A crowd of two or three hundred spectators assembled to watch the care fluish their long grind, some of the spectators driving to the clubhouse in machines of such ancient pat-tern—as automobiles go—that several experienced motorists could not tell what make they were without a careful and minute The cars were to finish thier racy along Clinton avenue and to turn off into Chestnut street where Clinton avenue runs into Broad street. The crowd yelled its applause when Ryall was seen approaching in his big gray Matheson, and many of the pectators shook hands with Ryall and with George Robertson, the race driver, who had ocompanied Ryall during the contest.

All of the perfect score cars arrived on time, Relsey being second with his Haynes runa-about and Raiph R. Owen third with R. A. Greene's Oldsmobile, to be followed by J. P. Hopson with Mr. Greene's other Oldsmobile, which lost twelve points during the contest

Greene's Oldsmobile, to be followed by J. P.
Hopson with Mr. Greene's other Oldsmobile, which lost twelve points during the contest.
Mr. Greene finished fifth with his perfect score Locomobile touring car, which had three women in the tonneau. Mrs. M. H. Rickey's Marmon, which she had driven most of the time herself, was next to cross the line. S. H. Rossman drove the car and he swung around the corner into Chestnut street fast enough to scatter the spectators who were clustered on the street. Mrs. Rickey's car lost 341 points, mostly because a loose petcock allowed the gasolene to run out of the fuel tank. Two other, women grewith Mrs. Rickey'.

P. H. Johnston finished seventh with his Gront touring car, which lost 707 points, mostly due to chain trouble. William Mazzocco followed with J. F. Carey's Mitchell, which lost 115 points. After him came A. T. Purcel with his perfect score Ford six cylinder runabout, he being followed by S. D. Atkinson with P. C. Hinni's perfect score Franklin.

I. M. Dippercu was next with a Cadillac runabout, which lost 1,098 points because of a broken front wheel on his third round of the course. I. M. Plank with a single cylinder Cadillac touring car followed Uppercu, having lost 23 points through striking a mud bank in the dark and stalling his engine. Carence E. Fisher with an Autocar was next, having lost 78 points making adjustments. Montague Roberts with Harry S. Houpt'a perfect score Thomas was the last one to finish of those who completed the journey on schedule time, his being the highest number. Roberts wore a football helmet and bad Fred J. Titus, the former cycle racing man, as one of his passengers.

The Maxwell runabouts, driven by La Maxwell touring car, driven by Charles Fleming, did well up to the last round, when a leaky radiator forced its withdrawn. The Maxwell touring car, driven by Charles Fleming, did well up to the last round, when a leaky radiator forced its withdrawn on the receive silver cups. The roads travelled over were generally fair, with the excepti

one was injured.

In commenting on the question of doing away with any remaining popular prejudice against automobiles, an English writer observes: "When all is said and done there is no getting away from the fact that excessive speed is the be all and end all of the autoevil.' It is certain that if no vehicle ever exceeded a speed of twenty mises an hour the anti-automobile agitation would die forthwith a natural death. What, therefore, some moderate automobilists who never wished to exceed this rate of progress are beginning to ask themselves is why they should be penalized and villified and otherwise made to suffer for the sake of those more extravagantly inclined? Properly regarded the road hog is the deadly enemy not only of the general public but also of thousands of his feliow automobilists, who have nothing but detestation for his methods, and it is only too probable that this fact will be brought home to the latter far more forcibly than they anticipate at present by legislative enactment before many months are passed. The prospect is not a pleasant one, but it is hard to see any means of escape. Certainly it will not be achieved by defending the excesses of the few and denying the presence of evils whose existence is known to all. It is all very well to talk of automobilists hanging together. One is sometimes affected with undesired associates that one would greatly prefer to hang separately.

On a new automobile omnibus line between Neumarket and Predazzo in Switzerland each driver will be provided with a portable telephone outfit so that in case of an actident of any sort which he cannot repair himself he may connect his instrument to the line running along the road and summon help from the garage of the company.

self he may connect his instrument to the line running along the road and summon help from the garage of the company.

"At the present time there is a strong feeling against racing automobiles on tracks, and perhaps this is justified in view of the many accidents that have occurred when contests have been run on tracks that were very dusty," said J. D. Maxwell in discussing the subject. Mr. Maxwell entered a car for the American team in the 1906 Vanderbilt cup, race and is very much interested in the subject of speed events. "There is another side to the story, however. The big road races, which are held abroad, and contests like the Vanderbilt cup race of last year, have always been great factors in developing the industry and I do not believe it is putting it too strong to say that were it not for these contests the touring car would be far from its present state of perfection.

"To the layman racing and touring are toolely divorced, yet as a matter of fact they are closely allied. The problems of building a successful racing car and a successful rouring car are practically the same. There has never been a case where the designer who constructed a successful racing car has not been able to turn out a thoroughly reliable touring ear. Speed is a powerful factor for destruction, and how many cars do we see which give fairly good satisfaction under ordinary conditions and yet fall down when called upon for all that is in them? Every one who has chambioned racing has at some time or other come across a man who never wanted to so more than twenty miles an hour does not want to race. And while all that may be true, nevertheless the car built by a manufacturer who has made good in the racing cars as far back as 1904 are reflected in the latest 1908 models. I have been under the most adverse touring conditions.

"It is interesting to look back for the past tree or three years at some of the successful racing cars. They are almost without exception shaft drives. The fact of this upon the trade is now eviden, by the fac

The Motor Union of Great Britain has recently received a report from its fuels committee which goes deeply into the possibilities of using alcohol in place of gasolene as fuel for automobiles. The principal difficulty in that country is in getting the Government to fanction the use of alcohol, and for this purpose the spirit has to be prepared in such a way that it would not be fit to use for most of the other purposes which alcohol serves. To get this result some substance must be discovered that will make the alcohol repugnant to the coarsest palate and yet not offend the sense of smell. The prepared alcohol must also retain all the attributes which make it, galaable for illuminating or

combustion and at the same time the preparation must be cheap enough to make it worth while. When these results are accomplished the British Government to remit the duty which makes the use of alcohol prohibitive MARRIED MEMBERS DEFEAT THE

The stitch in time rule is even truer in connection with the automobile than it is with most things. Motorists should never neglect something wrong because it is a little thing. Doing this has wrought disaster to many a vehicle where timely attention would have prevented it. In any event fittle tills become great ones very quickly where machinery is benessmed, so cure them the moment they are discovered.

Important changes in the selling organisation of the H. H. Frank in Manufacturing Company have just been announced from Syracuse. The entire selling division, which heresofter has been under the supervision of Mr. Franklin himself, has been turned over to V. E. Mihleh, who has just been appointed assistant to the president. Mr. Minich was formerly general manager of the Haynes Automobile Company of Kokomo, Ind. More recently he has obcupied the position as advertising Automobile Company of Kokomo, Ind. More re-omity he has obcupied the position as advertising manager for the National Cash Register Company of Dayton, Ohio. As director of the selling division of the Franklin company Mr. Minish will have under him the sales, sundry and advertising de-partments and the branches of the Franklin Auto-mobile Company. F. R. Bump will continue as mobile Company. F. R. Sump will continue as sales manager and J. G. Barker as manager of the sundry department. Charles M. Steele, a former Chicago newspaper maa, has been appointed advertising manager. Mr. Steele was until recently at the head of the publicity department of the National Cash Register Company. The three branches of the Franklin Automobile Company, at New York, Boston and Chicago, are in charge of W. S. Jewell, C. E. Wheeler and P. L. Thomas respectively. Frank G. Carrie, formerly New York representative for the Haynes company, has been appointed assistant manager of the Pranklin Automobile Company's branch at New York.

It is a pleasing commentary on the friendly personal relations that are maintained between leading men on both sides of the Seiden patent question to relate that during the recent show period it New York several engineers of the Heensed group made a special inspection of the engine in the new Rainier model and commended it all frankly and very highly, especially the cleverly simple system employed for its make and break ignition. The licensed mechanical men chatted amilatly with the representative of the Rainier company and the best of feeling prevailed. Similarly the independent men inspected and praised some of the licensed products at the Garden show.

Keeping entirely distinct from both shows and conducting a special exhibit at the Waldorf Astoria during the two weeks of show period worked out splendidly for the American Locomotive Motor Car, according to General Manager James Joyce, He says that more actual business was done in Berliet cars at the Waldorf than at both previous shows. He is so well satisfied that this car should be shown separately that he has angaged the Waldorf for the next show season in New York.

Emanuel Cedrino will drive a Flat car shis year and is going to be a cautender in every event open

Four Garford cars are to be made ready within a short time for all events open to stock cars. Manager William B. Hurbut of the Garford Motor Car Company, of New York firmly believes in racture. In all probability several cars with be entered for the Ormond races and several with be seen in the stripped stock touring gar race in the spring.

No part of a car can be more important than the bearings, since the percantage of power delivered to the rear wheels depends almost wholly on them. It is estimated by Gastav Chedra, designer of the Thomas 4-20 town oar, that Bo per cent, of the power developed by the motor of fhis car is taken to the rear wheels, since the ball bearings used, twenty-seven set in all, offer scarcely may resistance to its transmission. Ball bearings of the annular type are used in the cam and crant shafts, the transmission and the rear wheels, and of the thrust type in the clutch asid steering goar.

The latest issue of Ree Bray to mind in exceptionally bright and entertaining. Its publishers have eliminated as far as possible the pointed trade mention which as a rule surcharges publications of this kind. A photograph of President Rooseveit in a Ree car embediahes the front cover, which in itself is of more than passing interest, as it is said to be the first taken of the President in an automobile. The Gilddon Tour, is reviewed and fliustrated in a picturesque manner, several of the scenes being quite ethraceeristic of incidents on that remarkable run.

That improvement in carburetor design has been marked is told in the high mileages to the gallon of fuel used which are being obtained about the country and this in spite of the fact that gasolene sold to-day is not nearly so high test as five and ten years ago. The multiple jet carburetor, which was first used in this country on Columbia cars, is continued in 1906 models with some detailed changes. It is conomical of fuel and provides an even running at all speeds, which a single jet carburetor in its fimitation cannot do.

The E. R. Thomas Motor Company has announced the appointment of E. C. Morse as commercial manager. Mr. Morse will be in full charge of all managers pertaining to the sale of the Thomas product and of the advertising. The past experience of Mr. Morse, who for eight years has held a responsible position in the sales department of the National Cash Register Company of Dayton, Ohio, fits him well, it is believed, for his new position.

The following names are in the last of recent Renault purchasers: Mrs. William E. Corey, Mrs. James Stickney, Mrs. C. H. Pope, Mrs. W. U. T. Garter of Philadelphia, Cordand Field Bishop, president of the Aero Club of America: Nathan Straus, Thomas Hitcheck, George Ehret, Jr., E. E. Smathers and Col. Nelson.

It is now definitely settled that one of the racers built for the Dragon Automobile Company will be put into commission and teated out preliminary to a racing campaign near year in beach, road and track racing. The campaign will been with the Ormond Beach meeting, at which the Flying Oragon will be seen in attempts on all the heavy-weight records. The oar is rated at 200 horse-nower and is built along the lines designed by Charles L. Kenen, who was specially retained to construct the three racing cars.

Plans for Two Auxiliary Schooners.

Two auxiliary shooners are to be built thi Two auxiliary shooners are to be built this winter from designs by A. Cary Smith and Ferris for which the plans have been prepared. The yachtsmen who have ordered these craft for the present do not wish to be known. One of these yachts will be \$2 feet on the water line. She will be built of steel and will be very similar in type to the German Empress's yacht, the Iduna, formerly the Yampa, and the schooner Iroquois, both of which are well known as stanch eruisers. Another one will be slightly larger than the \$2 footer and is for a Western yachtsman. Contracts for the construction of these vessels have been placed and both will be ready early next sesson.

San Francisco, Nov. 16.—The Oakland Handicap, run this afternoon, resulted in a complete surprise, three outsiders, Johnny Lyons, True Wing and Early Tide, finishing first, second and third. Meelick, a hos favorite, lost all chance through being crowded out at the start. True Wing, at 20 to 1, tooked to have the race won at the sudding paddock, but Johnny Lyons came-with a great rush and won by a zeck.

BACHELOR PLAYERS.

rdock Beats Sullivan in Semi-Final o Baltuarol Championship—Currier Gains Club Title at South Grange—Fainter and Stout Win at Pox Hills—Other Play.

expected match yesterday at the Dunwoodic Country Club between the married and the single members. The married men won by 12 to 5 matches, but the finish was an exciting one, as the score stood 3 to 5, with four pairs out. The married men won in all four of these contests, however, which cemented their victory. Conklyn and Harris led in the atroke scores with 84, several of the other winners doing from 35 to 89. A dinner for 100 followed the match and a dance. The match was for the dinners and the bachelors were the hosts at the appead. The score:

0; E. C. Robinson, 0; Birmingham, 0; E. Pope, 0; L. C. Treberne, 0; Foy, 0; J. Wildman, 1; Hartshorne, 1; H. E. Pyrke, 0; Stevenson, 0; J. E. Lasher, 0; 1; H. E. Pynke, 0; Stevenson, 0; J. E. Lasner, U. Lawrence, 0. Total, 3.

Benedicts—J. T. Duff, 0; A. J. Watson, 0; Z. T. Miller, 1; W. W. Harris, 1; W. L. Hall, 1; Dr. Carmen, 1; M. Parlah-Watson, 1; M. J. Guliford, 1; J. J. Hamilton, 2; J. Larkin, 2; Jenes, 1; N. S. Roulette, 0; Weaver, 0; F. Roberts, 1; S. K. Evans, 1; L. Roberts, 1; S. B. Ayres, 1. Total, 12.

There were twenty-five starters in the bogey handicap for a cup presented by Alpheus Geer at the Yountakah Country Club yesterday. G. B. Martin won, finishing all even with the Colonel. The summary: G. B. Martin all square; H. G. Giles, 3 down; George Ryall, 3 down; S. C. Williams, 3 down.

Martan, all square: H. G. Glies, 3 down.

C. West Tainter and Charles T. Stout were the survivors for the president scup yesterday at the Fox Hills Golf Club, after two rounds of match play. Lembeck won the Class A division of the handicap and there was a tie in Class B between Githridge and Smith. The summaries:

President's Cap—Second round—C. W. Taintor heat B. S. Botteme, 3 up and 2 to play; William Boyd beat W. A. Hamilton, 3 up and 2 to play; William Boyd beat W. A. Hamilton, 3 up and 2 to play; C. T. Stout beat James B. Batterson, by default.

Semi-final Bound—Taintor beat Feary, 8 up and to play; Stout beat Boyd, 2 up and 1 to play. C. T. Stout beat James B. Batterson, by default.

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Class A.—G. W. Lembeck, 30, 14—78; B. T. Allen, 8, 6—7; M. A. Gariand, 91, 14—77; Frank Sears. 8, 8—79; J. G. Marvin, 84, 10—84.

Class B.—C. L. Smith, 87, 21—76; J. D. Githredge, 92, 39—30; J. E. Keiley, 93, 18—77; William Allen, 106, 28—70; F. P. Pusey, 96, 18—67; J. B. McCuilum, 107, 30—87; H. B. McCleilan, 104, 15—89.

Only four cards, were returned in the

Richard Currier, runnerup in the East Jersey Golf Association championship, main-tained his consistent game yesterday in the final of the South Orange Field Club championship. He won the title from J. D. Gordon after a good match by 2 up and 1 to play.

SUNDAY SCHOLARS COMPETE.

Scratch in Fourteenth's Armory. The Sunday School Athletic League of Brooklyn beld its annual handicap indoor meet last night at the Fourteenth Regiment Armory and a programme of twenty-one events brought out the full athletic strength of the organization, there being close on 350 individual entries. Friends of the boys gathered in force enough to pack the building. and they rooted for their favorites all night long. For the point trophy, which was a huge loving cup, there was a warm tussle and it was finally won by the Central Congrega-One of the best contests of the night was the one mile handicap for seniors. D. E. Wickers of the New York A. C. represented the Cuyler Presbyterian and he had the post of honor. He got through his field in good style and was in the lead a lap from home, with things all his own way, when Von Borstel of the Holy Trinity Lutheran, who was trailing him, came with a rush and challenged Wickers.

But the Cuyler man stared him off and won by four yards. There were three events open to the Fourteenth Regiment.

50 Yard Run; Handleap-For boys-Won by Joseph Leary. Central Congregational, 4 feet; Alfred Noilman. Simpson Methodist Episcopal, 5 feet, second; Joseph Wagner, Central Congregational, 60 Yard Run; Handleap-Juniors-Won by Albert L. Duff. Tompkins Avenue Congregational, 6 yards; Stanley Wyckoff, Central Congregational, 7 to Yard Run; Handleap-Intermediates—Won by H. M. Hunter, Handson Place, Methodist Episcopal, 14 feet; J. W. McMasters, Cuyler Presbyterian, scratch, second; E. W. Holloway, Emmanuel Baptist, 3 yards, third. Time, 7 2-5 seconds.

75 Yard Run; Handleap-Senior-Won by L. R. Murphy, St. Andrew's Protestant Episcopal, seratch, Prancisco Saurez, Jr., Central Congregational, 4 yards, second; H. Farieton, Simpson Methodist Episcopal, 5 yards, third. Time, 5 seconds.

Running High Jump, Senior-Won by H. Cordes, E. Peter's Lutheran, 7 inches, with an actual jump of 5 feet 11 inches; William O. Schultz, Central Congregational, 4 inches, second, with an actual jump of 4 feet 9 inches, William on a ctual jump of 4 feet 9 inches, Putting 12 Poune Shot, Intermediate—Won by E. R. Carille, Edgewood, with a put of 32 feet 11 inches; C. Robimson, Central Congregational, second, with a put of 37 feet 7 inches, Raymond Steves, Park Congregational, and the sum of the property of the p But the Cuyler man staved him off and won by four yards. There were three events open to the Fourteenth Regiment.

seconds.

One Mile Relay Handicap, Seniors—Won by Fourth Avenue Methodist Episcopal, 15 yards, with W. Knaack, D. Noble, George Kelly and W. Whetherel: St. Andrews P. E. S. 30 yards, second, with C. Norlin, Charles Norlin, W. H. Sparrow and R. Terwilliger: Holy Trinity Lutheran, d yards, third, with W. Otten, Charles Lobse, F. Von Borstef and J. T. Lieng. Time, 3 minutes 40 yards, third, with W. Otten, Charles Lobse, P. Von Borstef and J. T. Lieng, Time, 3 minutes 40 2-5 seconds.

40 Yard Relay, Handicap, Juniors—Won by Central Presbyterian, 35 yards, with A. K. Meserole, P. Whitney, P. W. Skidmorr and A. Dearguinos; Central Congregational, 15 yards, second, with S. Wyskoff, W. E. Allen, H. Ravale and G. Caldwell; Baptist Temple, 10 yards, third, with P. McKensie, P. Martin, W. Cash and A. Whitlook, Time, S. 4-5 seconds.

One Mile Relay, Handicap, Confined to Fourteenth, Beginneth—Won by Company I, seratch, with J. Hemmings, T. Schamm, J. Cowperweight and G. Waithers, Company L. 25 yards, second, with W. Nelson, J. Haynes, W. Lehman and J. C. Hardy; Company D. first team, scratch, third, with L. J. Zahn, A. C. Cook, E. Hogan and J. M. O'Srien, Time, 3 minutes 54 1-5 seconds.

One Mile Run, Handicap, Schlors—Won by D. E. Wickers, Cuyler Presbyterian, scratch; T. Von Borstel, Holy Trialty Luberan, 110 yacfs, second; C. C. Dietrich, New Utrecht Reference.

ASSOCIATION POOTBALL. Columbia University Wins an Uphill Game

Another victory at soccer football was notched by Columbia University yesterday when the game with the Freebooters originally scheduled for the Prospect Park Parade Grounds was played at Bay Side, L. I., and resulted in favor of the Morningside Heights lads by the soure of 3 goals to 1. At half time the Freebooters led by 1 goal to 0. The goal went to the credit of Capt. Catty soon after

play had started.

The play was of the flercest sort after the restart and no further scoring occurred until hear the call of time. Kistler, who had been playing. near the call of time. Kistler, who had been playing a grand game at right halfback for Columbia, succeeded at this stage in beating the home defence with a ratting shot that could not be negotiated. The score was then even and the Blue and White plucked up courage. With only ten minutes in which to play, Smith, inside right for Columbia, covered himself with glory by penetrating the home net twice.

Columbia's players showed marked improvement in form. The feeding of the halfbacks was in most cases reliable and the wings centred accurately and opportunely. Capt. Dwyer, Diaz, Smith and Billingsley were the strong factors in the forward line and Kistler was the most conspicuous among the halfbacks. The defence heid well throughout

strong factors in the forward line and kistler was the most conspicuous among the haifbacks. The defence held well throughout the game.
Continued good form on the part of the Manual Training High School soccer team of Brooklyn resulted in another victory over the eleven of the Curtis High School on the grounds of the latter. St. George, Staten Island, yesterday afternoon. The score was a goals to 0, all the points coming in the first half. It was the seventh successive victory the Brooklyn boys had placed to their credit this season. Being undefeated in the series for the Maxwell trophy, Manual Training is the favorite for the championship, inasmuch as Morris High, title holder, and Commercial High have each lost one game.
With only eight players on hand the Brooklyn Football Club forfeited the championship game in the New York Amateur Football League to the champion Camerons at Van Cortlandt Park yesterday. Filling up the eleven with substitutes the men from Brooklyn played an exhibition game and succeeded in holding the champions down to no score in either half.
Both the teams of Morris High School of The Bronx and the Commercial High School of Brooklyn succeeded in placing additional wins in the Maxwell trophy series to their credit. Morris High disposed of the eleven of the Brooklyn Boys' High School to the tune of 2 goals to 0 at Macomb's Dam Park. Tindail at outside right and Anderson at inside left contributed the points that obtained the victory. The Commercials won by the same score against De Witt Clinton, the goals being shot by Cooke from outside right and Ziegler, centre forward.

Public School 109 of Brooklyn won the custody of the Mackay soccer trophy by defeating Public School No. 166 of Manhattan at Utica Oval by the score of 2 goals to 0. Schanholt at centre halfback shot both goals for the winning side. The team of 100 went through the series without incurring a single defeat.

At Marquette Oval the second eleven of the Brooklyn Football Club defeated the team

PLAYER INJURED BY TEAMMATE. Capt. Rouse of Kansas Fails to Regain Consciousness After Collision

St. Louis, Mo., Nov. 16.—Carl Bouse, captain and left end of the Kansas University team, was seriously injured in the football game with St. Louis University to-day at Sportsman's Park in a collision with a member of his own team, John C. Carlson, right guard, when both were attempting to tackle Capt. Clarence Kenney of the St. Louis University eleven. The accident occurred late in the first half of the game, after the local team had scored its second touchdown.

Poryer had kicked off to Rebinson on St. Louis's 8 yard line and he ran the ball out to the 14 yard line. On the next play Capt. Kenney of the local team got away for an 18 yard run. Both Carlson and Rouse attempted to tackle Kenney, with the result that they came together headon. Rouse went down unconscious, and when his team mates failed to resuscitate him he was carried to the side lines, where medical aid was summoned. Sportsman's Park in a collision with a mem

summoned.

He was removed to the St. Louis Mullanphy
Hospital when he failed to regain consciousness, and he is now there in what is considered
a critical condition. Dr. H. Clopton, the hysician in attendance, reported to-night that he did not consider the injury concussion of the brain, but thought that Rouse had been severely stunned.

Rouse is a native of Beloit, Kan., is 23 years old and is a junior in the engineering school of Kansas University. He is six feet in height and weighs 166 pounds. This is his last year with the Jayhawker team.

Early in the first half W. E. Rice, fullback for Kansas, had a small bone in his right ankle broken about two inches above the joint and had to be removed from the game. Rice's home is at Red Rock, Okla. He was taken to the Planters' Hotel, where the team is stopping, and at last accounts was suffering little inconvenience from his injury.

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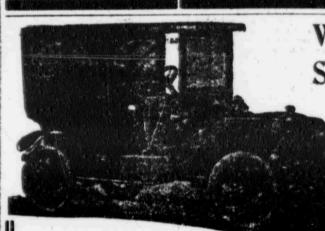
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Pity sacrificing good cars at such prices!

AUTO BODIES LANGUELET

75 new or shopworn Limousine and Landay bodies, best makes, Quimby, Mulbacher, Rothsch Biddle & Smart, Burr, \$175 to \$1,000, fraction for cost; peinted and mounted, sunabouts made

WANTED Two passenger automobile, of good make, with top preferred, to ship to the interior, state make, condition and lowest price and where may be inspected. H. A. L., Martinique Hotel, New York.

BAKER Electric Runabout; new batt and curtains; bargain; can be seen at Garage, Mount Vernen, N. Y., 31